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- Only a few armored vehicles of the KVP arrived in Neubrandenburg between late May and late June 1954. Repair work decreased in June and was resurred at an increased rate after the arrival of vehicles in need of repair in late June. The following vehicles arrived between 11 and 30 June and between 1 and 17 July: On 11 June, 2 SU-76 SP guns On 28 June, 3 T-34/76 tanks On 30 June, 2 T-34/76 tenks Between 1 and 17 July, 6 T-34/76 tanks, 5 T-34/85 tanks, 4 SU-76 SP gums and 1 SU-85 SP gun.
- The following completely overhauled armored vehicles left the repair shop between 8 June and 17 July 1954: From 9 to 12 June: 2 T-34/76 tanks, 2 T-34/85 tanks, 1 SU-76 SP gun and 2 SU-100 SP guns; from 9 to 12 July: 5 T-34/76 tanks, 1 SU-76 SP gum, 2 SU-85 SP gums and 3 other armored vehicles. Although about 12 overhauled tanks stood ready to be shipped out in mid-June, they were not picked up before mid-July. According to the tank crews, some of the vehicles were shipped by rail to Saxony and Sperenberg.
- 3. On 3 July, 32 armored vehicles were at the plant. Of these, 12 usre overhauled and were parked in the open, and 6 SU-76, 7 T-34/76 tanks, 5 T-34/85 tanks and 2 JS-3 tanks were worked on in hall No 5.
- Between mid-June 1953 and mid-July 1954, about 125 to 130 armored vehicles of the KVP were turned in at Neubrandenburg for complete overhaul. In early July 1954, the hundredth armored vehicle passed the final test of the plant.
- 5. On 17 July 1954, 1 JS-2 tanks, 6 T-34/85 tanks, 4 T-34/76 tanks and 6 SU-76 SP guns were overhauled in hall No 5. The vehicles were in very poor condition. Most of the defects were on engines, chains, starters and bogie wheels.

SPORET CLASSIFICATION

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also nearing completion.

- 5. There was a considerable shortage of spare parts. No guns, machine guns and major contingents of spare parts needed were stored at the shop. A sufficient number of tank engines was available. A large percentage of the repair work has to be done on a temporary basis.
- 7. In mid-June, a course for 120 NVP soldiers was held at the plant. The students were supervised by 4 or 6 officers and received instruction daily in hall No 5.
- 8. Major Berndt, the chief of the workshop, was promoted to the rank of licutement colonel in mid-June 1954 and awarded the order for Meritorious Service.
- 9. In mid-July 1954, the plant police numbered 35 men. On 19 July, the following workshops started moving into the new main hall, hall No 2: Department I with subsections, motor assembly and disassembly shop, chains and bogie wheels. The motor workshop proper was to remain in hall No 5.

 Department II with subsections, weapons and equipment, motor vehicle electro devices and optics.

 Hall No 8, the lathe shop, was almost completed in mid-July 1954.

 Ball No 16 in the northwest corner of the installation was one third

finished.

The new varshouse near the old warehouse No 14 and a gravel read from the installation to the tank test driving area Nemerower Holz were

- 10. Two JS-2 tanks which had been overhauled stood in the workshop for about three months. They could not be shipped since no high-pressure hose to fill the passmatic recuperator with 62 to 64 atmospheres of absolute pressure was available. Upon request by technical director Captain Werner (Inu) and the Soviet adviser, a hose was lent by a tank unit in the Fanzer Jeserne in Neubrandenburg.
- 11. On 8 July. 5 T-34/85 tanks needing repair were turned in at the KVP repair shop in Neubrandenburg. About 10 armored vehicles were repaired per month. No tanks needing repair were assembled on the premises of the repair shop in mid-July. In mid-July, a course for tank mechanics of the KVP was held at the plant.
- 12. On 18 June, a group of 2 KVP officers and 100 men was seen on route from the KVP repair shop in Neubrandenburg to the cantonment at Gaetenbuch. The soldiers were quartered in buildings No 5 and 6.

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